

public meeting 2

Old Gregg School

7PM-9PM November, 19, 2013

7:00pm Welcome by Gregg Township

7:05pm Introduction of Consultant by Centre Co. Planning Office

7:10pm Presentation of Findings by Consultant

7:45pm break

8:00pm Public Comment

9:00pm Adjourn

**albertinvernon architecture, llc
with Brian Auman, Landscape Architect**

**PENNS VALLEY RAIL TRAIL
FEASIBILITY STUDY**

Purpose of this feasibility study:

**IS IT FEASIBLE TO CONVERT ANY PORTION OF THE 27 MILE
CENTRE CO. SECTION OF THE ABANDONED L&T RR TO A RAIL
TRAIL?**

7 QUESTIONS

- 1. Legal feasibility:**
- 2. Political feasibility:**
- 3. Demand for the trail:**
- 4. Physical feasibility:**
- 5. Conceptual design:**
- 6. Financial feasibility:**
- 7. Operational feasibility**

who owns the railbed now; are there alternate routes?
does the community support this project?
who might use the trail?
what are the physical opportunities & constraints?
what is this community's vision for the trail?
what does it cost, where might the funding come from?
who will manage & maintain the trail?

1. legal

who owns the railbed now?

feasibility

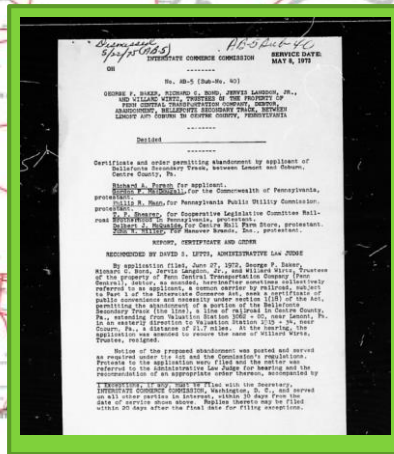
Disclaimer: the information contained in this feasibility study is provided for planning purposes, and should not be construed as legal advice or opinions.

FINAL SYSTEM PLAN FREIGHT SERVICE LINES OPERATED BY CONRAIL

July 1975

2
ICC/STB

abandonments



LEMONT TO COBURN

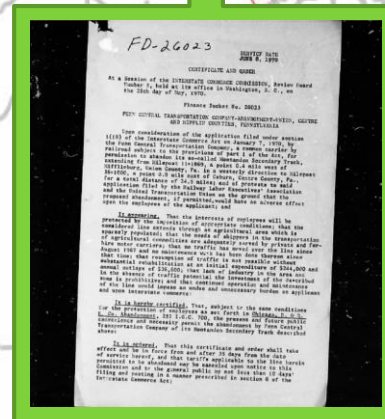
May 8, 1973

DISMISSED May 22, 1975

RESOLVED July 1975

COBURN TO MIFFLINBURG

June 8, 1970



- ConRail Through and Local Service Lines
- ConRail Trackage Rights for Through and Local Service
- ConRail Trackage Rights for Overhead Traffic Only

*Service on ConRail lines not restricted to the routes as they are provided by other carriers on the existing trackage rights.

UNITED STATES RAILROAD BOARD
WASHINGTON, D.C.
JULY 1975



93

QUIT CLAIMS



**279 POTENTIAL
LANDOWNERS**

2. political feasibility

Does the community support this project?

KEY FINDINGS

from March public meeting:

1. strong support from the community for the idea of a rail trail
2. equally strong support for respecting property owners right to decide what is right for their land

150

people signed in for the 1st public meeting

3. market

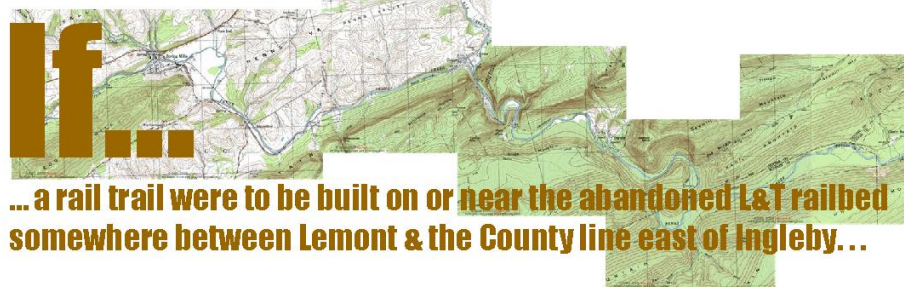
Who might use the trail if it were to be built?

feasibility

PENNS & BRUSH VALLEYS RAIL TRAIL

Follow us on Facebook

feasibility study



If...
...a rail trail were to be built on or near the abandoned LaT railbed somewhere between Lemont & the County line east of Ingleby...

1. Name: _____ 2. My Age Group Is: _____

☐ Less than 20 ☐ 20 to 30 ☐ 30 to 40 ☐ 40 to 50 ☐ 50 to 60 ☐ Over 60

3. I live in : ☐ Penns Valley ☐ Brush Valley ☐ Other _____

TRAIL USERS PREFERENCES SURVEY

PENNS & BRUSH VALLEYS RAIL TRAIL FEASIBILITY STUDY

Prepared by albertin vernon architecture LLC with Brian Auman, Landscape Architect for the Penns & Brush Valleys Rail Trail Study Committee

COMMENTS: (please leave your responses in the box at this location-thanks!)

4. ... what would you use the trail for?

☐ Walking ☐ Biking ☐ Hiking ☐ Hunting ☐ Fishing

☐ Commuting ☐ Teaching ☐ Access to Public Lands

☐ Horseback Riding ☐ Cross Country Skiing ☐ Other _____

5. ... how often would you use the trail?

☐ Daily ☐ Weekly ☐ Occasionally _____ times/year (estimate)

6. ... how many hours would you typically spend on the trail?

☐ Less than 2 hours ☐ 2 to 4 hours ☐ More than 4 hours

7. ... how far would you typically travel on the trail?

☐ Less than 2 miles ☐ 2 to 10 miles ☐ More than 10 miles

8. ... which of the following businesses might you use during your visit?

☐ Cafes/Restaurants ☐ Outfitters/Guides ☐ Lodging (B&B, Hotel, etc)

☐ Convenience Store ☐ Gas stations ☐ Other _____

9. ... how much money would you expect to spend on a typical trail visit?

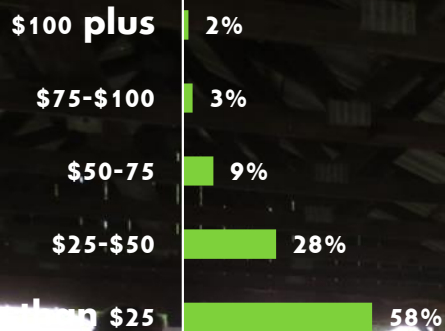
☐ Less than \$25 ☐ \$25 to \$50 ☐ \$50 to \$75 ☐ \$75 to \$100 ☐ \$100 plus

A group of local people are exploring the feasibility of establishing a rail trail in Penns and Brush Valleys on lands that have **willing owners**, **community support** and **public access**. This survey will be used to help determine the kind of interest and potential spending by people who might use the trail if a trail it is determined to be feasible.



You can learn more about this project by visiting us at:
www.centrecountypa.gov or by following us on Facebook at:
PENNS & BRUSH VALEYS RAIL TRAIL FEASIBILITY STUDY

\$ I would expect to spend per visit:



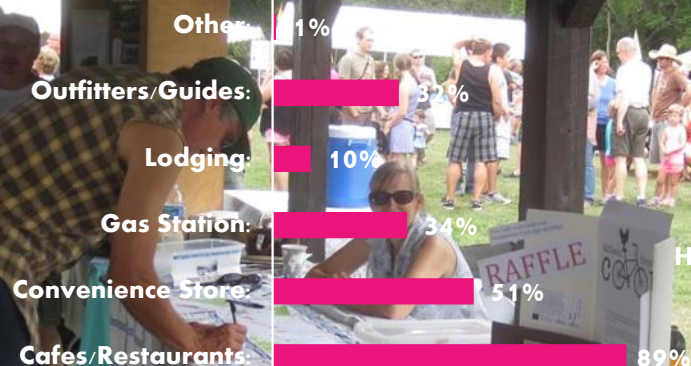
Distance I would typically travel:



I would use the trail for:



Businesses I might use during my visit:



80% of the people we surveyed said they would use the trail for **WALKING**

4.physical

What are the physical opportunities and constraints to building a rail trail?

feasibility

5. design

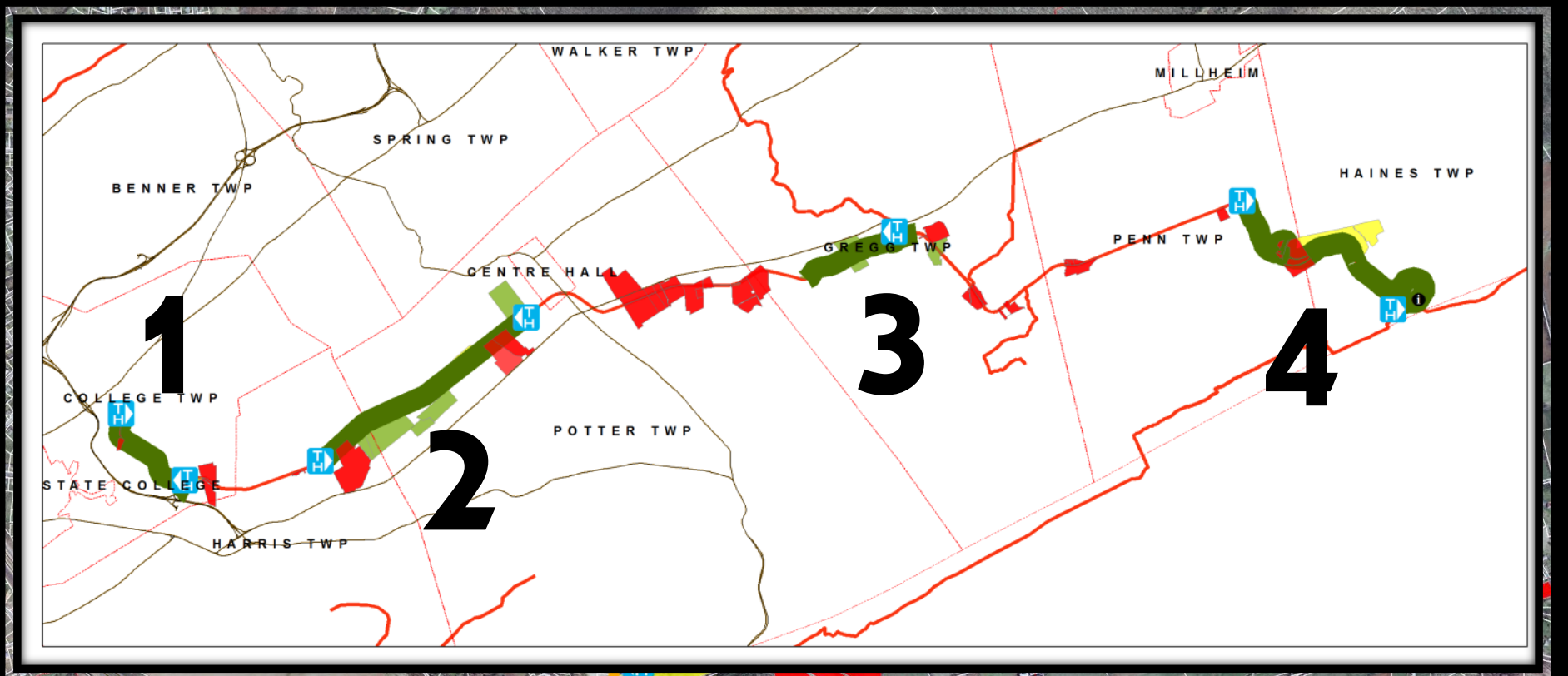
What is the community's vision for this project?

feasibility

LANDOWNER RESPONSES INDICATED THAT A 27 MILE
DESTINATION TYPE RAIL TRAIL BETWEEN LEMONT & THE
COUNTY LINE IS **NOT FEASIBLE** AT THIS TIME DUE TO LACK
OF CONTIGUOUS LANDOWNER SUPPORT AND
REASONABLE ALTERNATIVE ROUTES (dry, level, direct and
safe), THEREFORE, WE REFOCUSSED EFFORTS ON EXPLORING
THE FEASIBILITY OF SHORTER COMMUNITY BASED TRAILS
IN 4 AREAS WHERE LANDOWNERS EXPRESSED AN
INTEREST IN FURTHER EXPLORING THE RAIL TRAIL CONCEPT



15 **YES's**
25 **NO's**
7 **MAYBE's**
46 **UNKNOWN's**



**4 AREAS WE CONTINUED TO
EXPLORE THE FEASIBILITY OF
COMMUNITY BASED TRAILS**



1.

The Village Green in the heart of Lemont offers an ideal site for a trailhead



2.

The right of way through the Oak Hall quarry is posted now but could provide a suitable trail route once the quarry stone is exhausted



3.

Old Boalsburg Road is narrow and winding with heavy truck traffic from the quarry, and is not suitable for multi-modal use as an alternate route at this time

PennDOT is working with College Twp to accommodate pedestrians & bicyclists through the Oak Hall Interchange

6.



5.

4.

Key landowners between Oak Hall & Linden Hall are opposed to or have not shown interest in trail

The Oak Hall Regional Park is also an ideal site for a trailhead

1 LEMONT TO OAK HALL

NOT FEASIBLE at this time

7. Connecting Lemont to the Middle School and Boalsburg could be a future direction to explore

4 COBURN TO POE PADDDY

1.

Most neighbors in this area feel infrastructure is unable to support a fully developed rail trail in this location

2.

The majority of neighbors also expressed a strong desire to maintain the privacy of their remote location

3.

Costs to replace missing bridges and to make tunnels safe for public use could be prohibitive

4.

DCNR Forestry has expressed strong concerns about trail impact on potential wilderness area

NOT FEASIBLE at this time



**NEIGHBORHOOD
MEETING AT
INGLEBY**



SMITH LANE TO GREGG STATION

1.72 MILES



Still exploring
FEASIBILITY

SMITH LANE TO RIMMEY ROAD

2.

Relocate 8 strand
fencing to contain
Bison herd at
Moore Farm



4.

Install
privacy
screening
near Rimmey
Road
crossing

3.



Install new 5 strand
fencing to contain
Highland Cattle on
Bergenblick Farm

1.



Trailhead at
Bergenblick
Farm

Legend



TRAILHEAD



PARKING



TRAIL BARRIER



FENCING



SCREENING

RIMMEY ROAD TO GREGG STATION



8.

2nd Neighbor meeting at Rhoneymeade to get more feedback from neighbors



6.

Bollards to limit access at trail terminus at Gregg Station

5.

Bollards to limit access to trail at Rimmey Road

7.

Potential spur to Sculpture Garden, Rhoneymeade Farm

Legend



TRAILHEAD



PARKING



TRAIL BARRIER



FENCING



SCREENING

3

SPRING MILLS (Old Gregg School to Wildflower Lane)

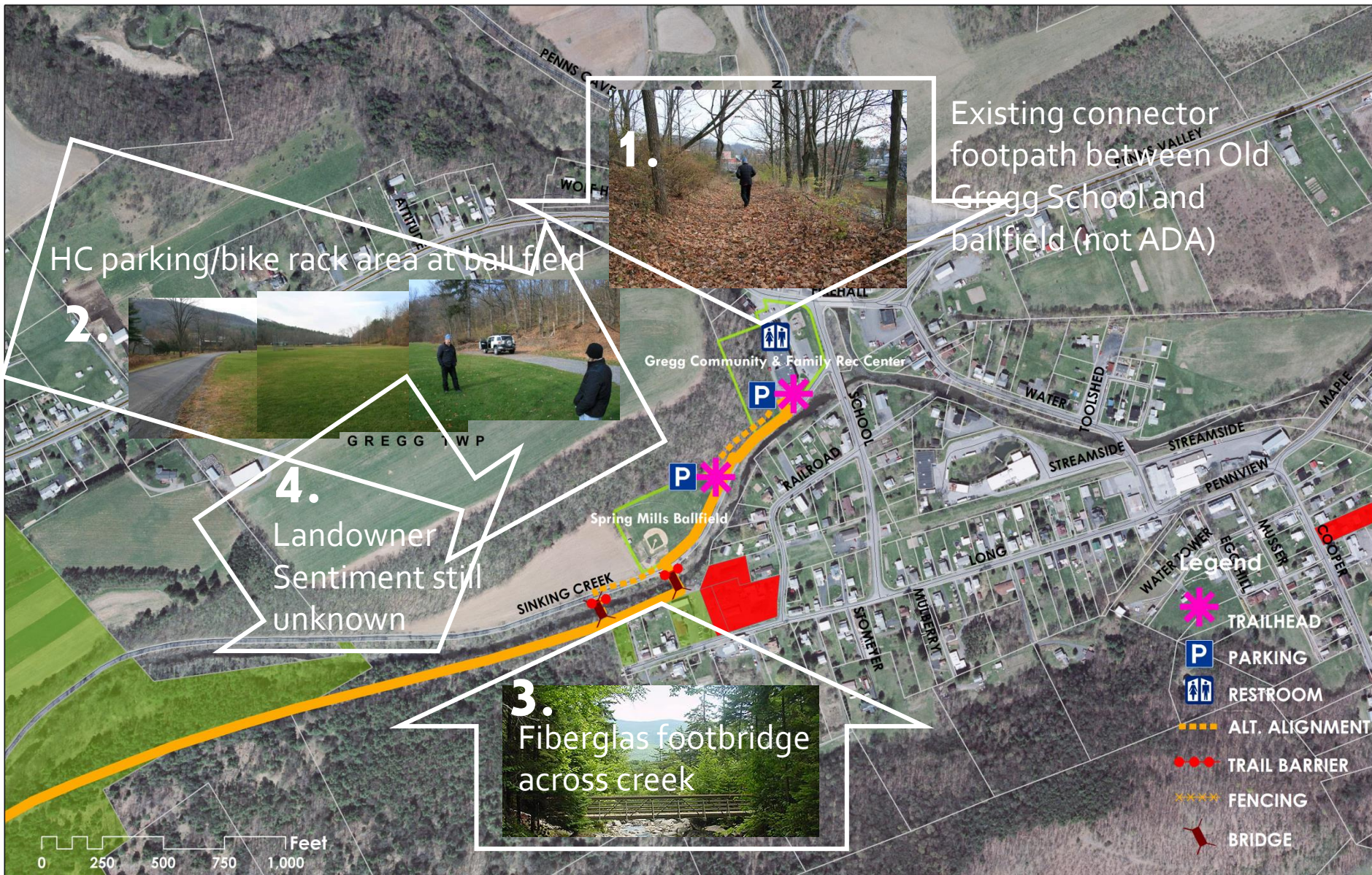
1.74 MILES

GREGG TWP

Still exploring
FEASIBILITY

POTTER TWP

OLD GREGG SCHOOL TRAILHEAD



SINKING CREEK ROAD BRIDGE to

WILDFLOWER LANE

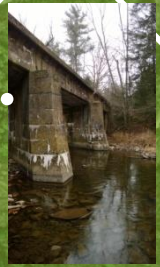
9.

Recommend 2nd Neighbor meeting to get more feedback from neighbors

6.

Bollards to restrict access at Myers Farm lane

5.



Fiberglass footbridge across road

7.



Route across Myers Farm field still under discussion

8.

Trail ends near Wildflower Lane

Legend

-  TRAILHEAD
-  PARKING
-  RESTROOM
-  ALT. ALIGNMENT
-  TRAIL BARRIER
-  FENCING
-  BRIDGE

6.financial

What will it cost; where will the money come from?

feasibility

POTENTIAL SOURCES OF FUNDING:

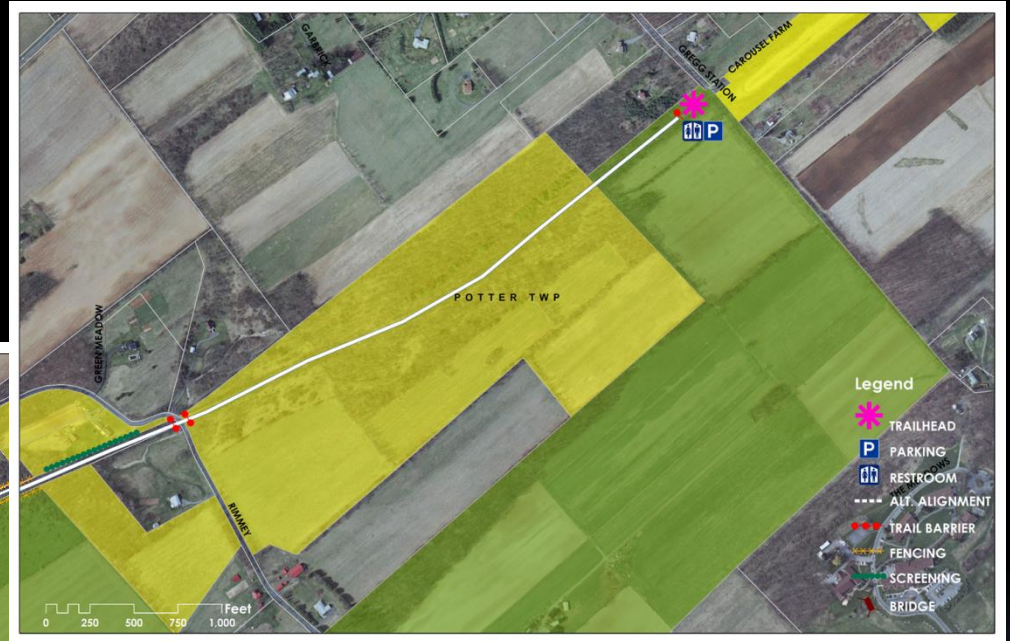
**Penn Dot
DCNR
In-Kind**

**construction (up to 100%)
design (50/50 match)
Friends of the Trail
Municipality**

Gregg Station Trail Estimate*:

\$205,160

Trail Construction		\$134,700
Drainage		\$4,200
Fencing		\$18,000
Bollards/Gates/Signage		\$9,600
Trailhead Parking		\$3,500
Screening		\$3,600
Interpretive signage, trash cans		\$4,800
SubTOTAL		\$178,400
Design	15%	\$26,760
TOTAL		\$205,160
Cost Per Mile	1.72 miles	\$119,500

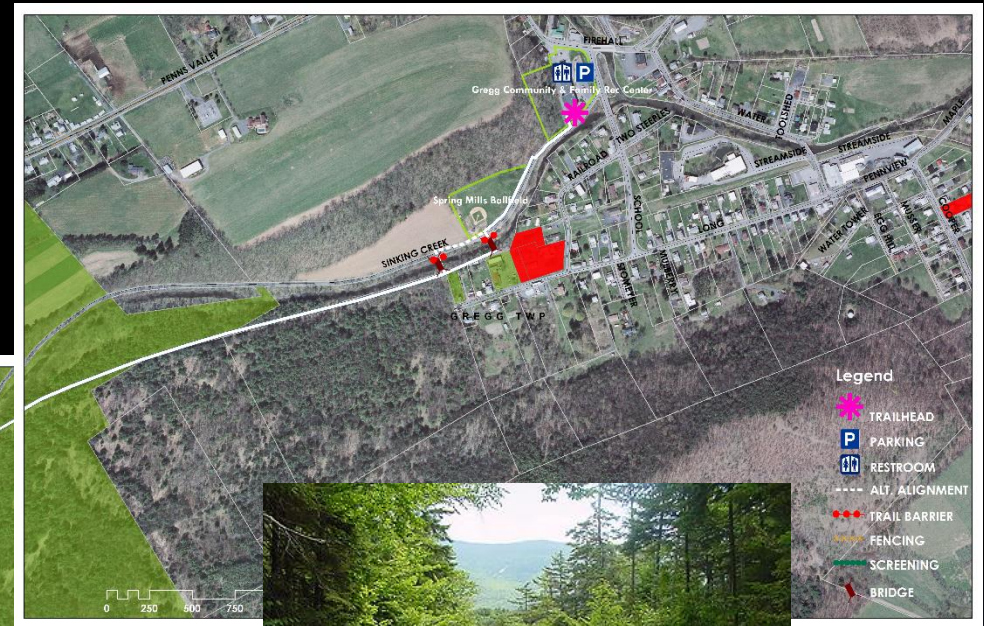


*Trail estimates based on prevailing wage rates, typically 15 to 20% higher than privately funded projects; does not include discounts for in-kind donations

Spring Mills Trail estimate*: \$545,900

Trail Construction		\$137,000
Drainage		\$8,500
Fencing		\$2,000
Bollards/Gates/Signage		\$10,700
Bridges (2)		\$300,000
Trailhead Parking at Ballfield		\$7,000
Bike rack, interp sign, trash cans		\$9,500
SubTOTAL		\$474,700
Design (15%)		\$71,200
TOTAL		\$545,900
Cost Per Mile	1.62 miles	\$336,330

*Trail estimates based on prevailing wage rates, typically 15 to 20% higher than privately funded projects; does not include in-kind donations



Example of fiberglass footbridge bridge

7. operational

How would these trails be operated and maintained?

feasibility

TRAIL OPERATIONS

Landowners

easement holder/s

maintenance

- | | | |
|------------------|-----------------------|---------------|
| 1. Spring Mills | Gregg Township | friends group |
| 2. Gregg Station | Harris & Potter Twps. | friends group |

Typical Operation & Maintenance Costs for 39 trails surveyed by RTC averaged around \$1,000 per mile

RAIL-TRAIL MAINTENANCE & OPERATION

*Ensuring the Future of Your Trail —
A Survey of 100 Rail-Trails*



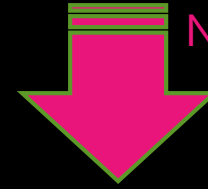
RAILS-TO-TRAILS CONSERVANCY NORTHEAST REGIONAL OFFICE



SCHEDULE

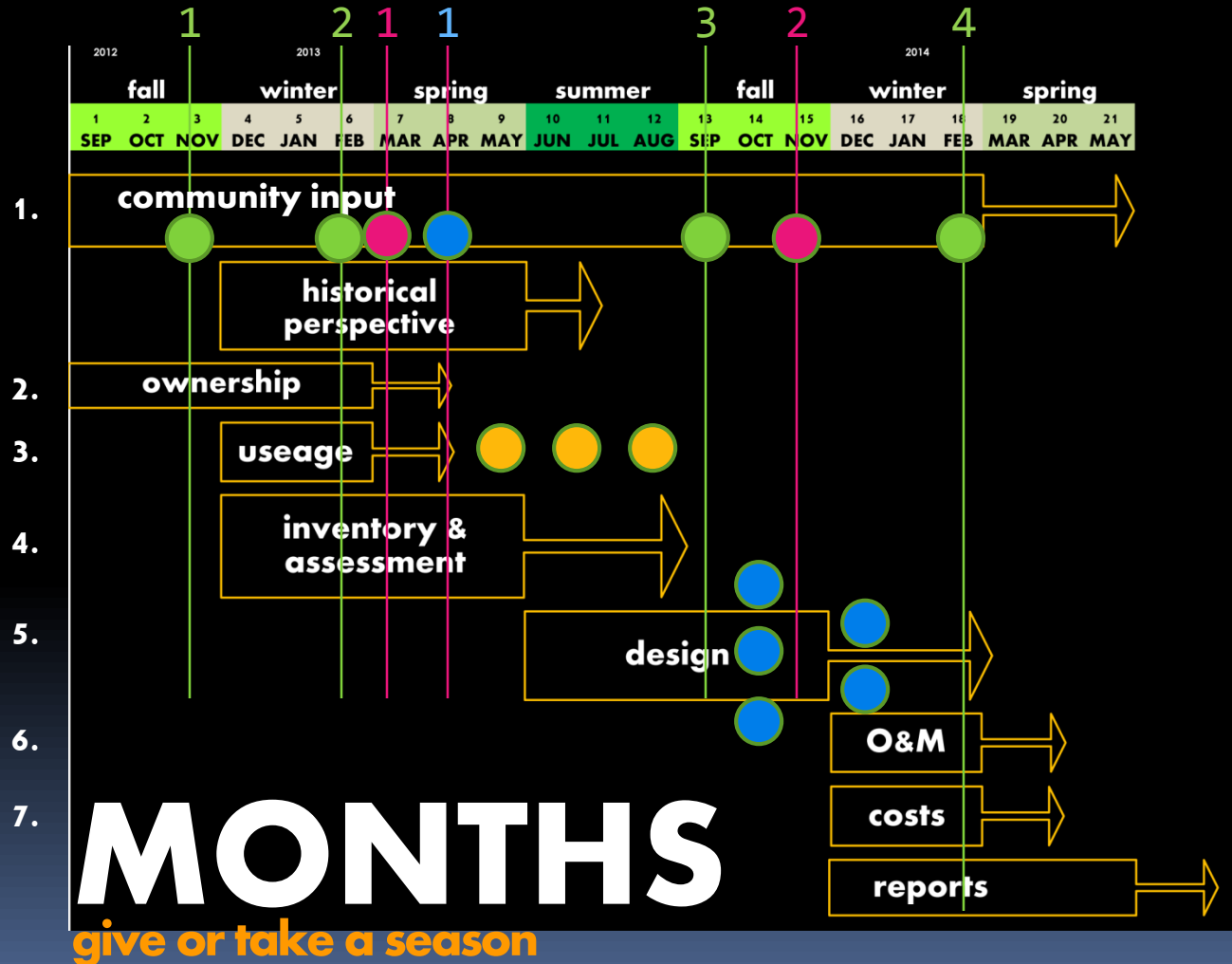
Charting our progress

SPRING MILLS
LINDEN HALL



November 19, 2013

- Study Committee Meeting
- Public Meeting
- User Surveys
- Neighborhood Meetings



18

MONTHS

give or take a season

INITIATE INVESTIGATE INFORM INVITE IMAGINE **IMPROVE** INSPIRE

NEXT STEPS

IMPROVING OUR VISION

DEC

WORKSHOPS (optional)-

Smith Lane to Gregg Station

SPRING MILLS (Wildflower Lane to Old Gregg School)

JAN/FEB

FINAL REPORT

Highland Cattle from the Bergenblick Farm adjacent to the former L.&T. R.R., Potter/Harris Township